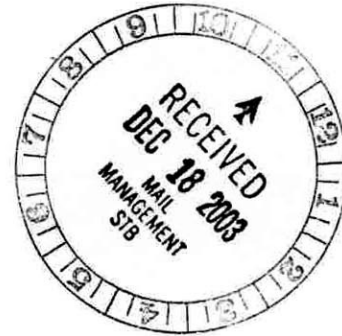


Pamela Bingham , Property Owner and Farmer
1312 East 12900 South
Draper, Utah 84020

Surface Transportation Board
Case Control Unit
STB Finance Docket No. 34075
1925 K Street NW
Washington, DC 20423-0001



November 28, 2003

Dear Phyllis and any other persons involved in the decision making process:

As a property owner of property in the direct proposed route for the railroad connecting Salina and Levan , Utah I find it critical to address the issues that are being overlooked by the planning commission. Our family has owned property in this area for the past seven generations and we clearly understand the water drainage situation and other implications of land usage in the area. Our forebearers helped construct the Redmond Lake and passed the wisdom of water and land usage in this area on to us.

The natural environment that has provided sustenance and assured human survival has been seriously threatened in many parts of the world by decisions that encourage dominance over nature rather than creating harmony with it. Such is the case of the proposed route of the railroad in our area. The railroad is not the problem, but the route is. It is critical, therefore, that decisions regarding the railroad transportation system are guided and balanced to assure that the resulting "built" environment is sensitive to and protective of the public, private and environmental interests.

Environmental impact is crucial because environmental health is the common denominator we all depend upon for life itself. The balance between meeting industrial and agricultural needs can and must be achieved through thoughtful planning. The railroad, regardless of the time , thought, vision, or expense to install it , is of diminished value and can actually pose a threat if it is not located in the alternate route area. The mentioned area will have the least impact on the lives of those who farm, recreate, and navigate bale wagons and other farm equipment and school buses through the area.

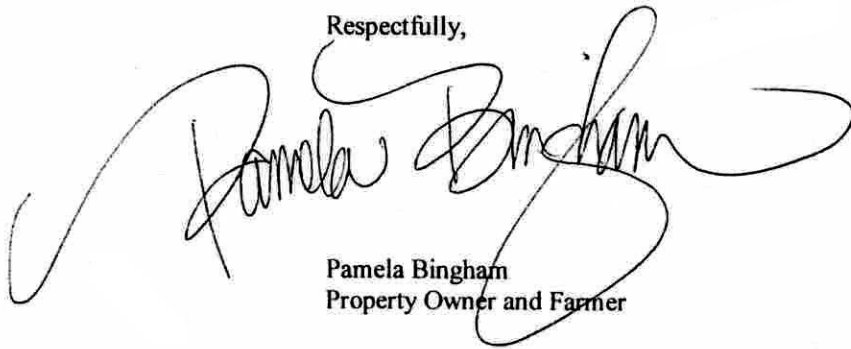
Clearly , Route C, the people's preferred choice, which follows a slightly higher elevation and is located further west is the best decision. Following is a list of reasons that detail why the route should be altered:

1. Several underground fields drains may be blocked. Historically the high water table was drained to create more productive better farm land.
2. The environmental impact on the wet lands area.
3. Disruption of sensitive and more densely populated wild life habitats.
4. Creating landlocked property between the railroad right of way and Redmond Lake / Sevier River. The potential litigation resulting in this decision is of enormous concern.
5. Potential for contamination to the culinary water aquifer for the town of Redmond. The weight of the transported goods and the repetitive vibrations caused by the rail system can disrupt such aquifers.
6. Disruption and in some cases destruction of the productive valuable farmland and pastures.
7. Several Culinary wells for watering cattle and domestic use will be impacted. Well owners are as follows: Gilberts, Jensen, Hampton Livestock, Wildlife Habitat , Rasmussen, & Cranes.
8. The projected expense of actual railroad crossings is \$300,000 each. The alternate route would eliminate the need for this many constructions.

9. The expense to relocate irrigation ditches and existing culverts must be a priority in all of the considerations.
10. General public safety of school bus crossings and farm equipment maneuvering over the tracks must be judiciously weighed.

Please consider these thought out issues and contact me if you have any questions @ 1-801-572-2218.

Respectfully,



Pamela Bingham
Property Owner and Farmer

Cc: Sevier County Commissioner, Gary Mason
U.S. House Representative Chris Cannon
Governor Olene Walker
Senator Bob Bennett
State Representative Bradley Johnson, District 70
State Senator Leonard Blackham
Association of Six County Government
Director of Utah Department of Transportation

Phyllis Thank you for considering these ideas.

